

GARAGE AND AUTOMOBILE NEWS

HISTORY OF THE STEVENS-DURYEA

It is interesting to note the small beginnings of great things. In this line the story of the origin of the well known and successful Stevens-Duryea automobile is most readable. A little more than twenty years ago in a little shop, J. Frank Duryea studied and experimented, but being a man of ambition, master of his trade and a great reader, his efforts were not bound down merely to experiments. He designed and completed a motor car of the high wheeled variety, with steel tires. As motive power a single cylinder, hydro-carbon engine was used. Satisfactory results were attained mechanically, but not financially. Undaunted, however, refinements were made, and Duryea continued to improve his design.

The motor was refined in 1892. Its history, according to yearly stages, progressed as follows: 1891—Inception and foundation of the Stevens-Duryea motor car. 1892—One cylinder, friction transmission, chain drive, the prototype of the "horseless era." 1894—Two cylinder, individual speed transmission, single chain drive, 1895—Won the Chicago Times-Herald race. 1896 winner of the Cosmopolitan race, New York, and Liberty run, London to Brighton. 1898—advent of the light-weight car. Adoption of three forward speeds. 1901—Stevens-Duryea two cylinder, single chain drive cars, with three forward speeds placed on the market. 1904—Four cylinder shaft drive; adoption of unit power plant, supported by three points and embodying the dry plate clutch (multiple disk), marking the greatest advance of motor car demonstration. This was an almost instantaneous success, a remarkable demonstration of knowledge of correct mechanical principles. 1905—advent of the Stevens-Duryea six cylinder car, the first to be marketed in this country, and which has since become a standard for high-powered motor cars.

In the car for 1910 is merely an refinement of the fundamental principles of the original and the improvements made during the previous years, and the Stevens-Duryea product stands today in the foremost ranks of motor cars, occupying a substantial and confidence inspiring position.

AN OVERLAND CAR REACHES KILAUEA

The San Francisco Call of June 19 says:

A late feat of the Overland car in Hilo, Hawaii, will tempt many tourists when visiting that interesting place to want to experience a motor trip of this kind. The Overland was driven to the summit of the volcano, Kilauea, Hawaii, 4,000 feet above sea level. E. G. Eager has written the following letter to the Willys-Overland Company, a copy of which has been received by J. W. Leavitt, local agent for the Overland cars:

"The Overland is the only car that ever went to the lava bed surrounding the crater. It made the trip from Hilo to Volcano house in 1 hour and 39 minutes. This is a distance of 32 miles, with a rise of 4,000 feet. No effort was made to lower records, and we were surprised to find that we had done so. Three other Overlands were sold that day as a result of that feat. The road is very bad in places, but is being gradually improved. In time it will extend to the crater itself.

"While at its extreme height it must have found combustible material for a width of 300 feet just opposite the 'Rest house' which is the best and safest viewpoint. Since receding the fire started has increased instead of becoming less, and was burning from top to bottom, eating away the side of the crater and gradually enlarging it. Rocks as large as a good size house would be heated white and become almost translucent. They would roll down to the pool, some breaking up and others falling with such force as to make vast geysers in the lake of molten lava. I was fortunate to get what is called a good night picture of this scene. It shows a regular Niagara falls of fire pouring into the depths of the crater. Everyone seeing it says, 'It is positively the grandest sight in the world.'

"The Overland made the entire distance to the summit on the high, which we thing is doing remarkably well."

STANDARD PARTS FOR FORD CARS

SAN FRANCISCO, June 19.—The average citizen, the motor enthusiast, even the man who owns his car, does not stop to think of the tremendous extent of the automobile business. As an example of the immensity of system and order it requires may be mentioned that 40 complete automobiles can be assembled within short notice from the parts carried by the New York branch of the Ford motor company. This is for but one model, however, that which had its birth in 1909, but added to this parts of all the Ford models dating back to 1903 can be as easily obtained. In speaking of this yesterday William L. Huggson of the Standard motor company said:

"It is a comfortable feeling to know that if a car meets with an accident or a part is lost or broken it can be replaced in as short a time as it takes to send a telegram and have the desired part shipped by express, with no laying up of a car for a long time while a part is being made. This would hardly do for a doctor to have to put up with if he had but one car, and this may be one advantage that physicians see in the Ford, for there are many men of the profession in the ranks of Ford owners."

"Nothing irritates an owner of a car as much as to have his car laid up just when he wants to use it, and he always wants to use it when it is laid up. He may have important business and there is his car waiting for weeks for some new part, or he may want to go on a tour before the close of the season and the wet weather commences. Something has gone wrong, and it will probably be cold or rainy before the part can be made and sent out. Not so with a Ford owner, who has only to wire to the factory to the stock department, when the shipping department is put on the job; then the fast express does the rest, and within a week the car is running sweetly again and the owner is happy."

NEW YORK INVESTS IN CADILLAC CARS

The city of New York has again paid the Cadillac Thirty the highest possible honor, in the form of an order for ten of these cars for the municipal service. This is in addition to and closely follows an order for four Cadillacs for the municipal departments of the Borough of Brooklyn.

Cadillacs are by no means unknown in the city service. Fourteen Cadillac ambulances are in use by the hospitals; and three had previously been in use by the Brooklyn departments. Brooklyn was the first Borough of New York to adopt motor cars as an adjunct to the performance of municipal duties. Twelve cars, of different makes, were installed. Included in this number were the three Cadillacs. A very systematic and accurate record was kept of the cost of operating and maintaining these cars; and it was very largely due to the exceptional showing made by the Cadillacs that the New York order for ten cars was placed, in its entirety, with the Cadillac Company.

Of the ten cars, six are to be equipped with demi-tonneau bodies, and four with five passenger touring bodies.

TIRE PUMPING IS DONE AWAY WITH

A Coast exchange says:

One of the most useful automobile accessories of the day is just being put on the market locally by the Studebaker company. It is a tire inflator, which can be attached to the running board and the engine, the attaching when needed, merely being a matter of a few seconds, and which will give a 75 pound pressure to a tire in a little over a minute.

None but the automobile owner appreciates thoroughly what this means in the case of a puncture or replacement of a tire on the road. One has not the disagreeable feature of pumping to look forward to. Of all the ills which the automobile inherited, but which have practically all been eliminated, there remained the disagreeableness of pumping, especially when the temperature made such exertion laborious.

This new device saves fully 50 per cent of the tires, saves 90 per cent of

time and 99 per cent of labor. It is light and compact, and can be applied to any gasoline car by the owner. The strangest part of it is that it has not made its appearance on the coast long before this.

POPE-HARTFORD'S GREAT ROAD RUN

The von Hamm-Young Company's garage and repair shop has had a very busy week. The large staff of experts mechanics has been kept busy repairing and overhauling a number of private cars. The electrical expert is being much appreciated, and already a number of electric cars and lot of batteries have been turned over to him for attention.

An interesting bit of news received this week is the fact that a Pope-Hartford which started together with seventy other cars finished with a

perfect score. Mr. Edwin H. Inman of Toledo, who drove his own Pope-Hartford, reports as follows:

"The Atlanta-New York good roads tour came to a close Monday afternoon. At just 4:30 o'clock the first car made its appearance in Herald Square and by one fiftyseven of the seventy cars to start made their way up to the final check-in. Seven cars finished with perfect scores. The car with the hoodoo number, a Pope-Hartford, appeared too strong and healthy to succumb to its malicious influence and was one of the seven cars to finish with a perfect score."

"Mr. Edward H. Inman of Atlanta entered his Pope-Hartford and covered the entire distance of 1100 miles without the slightest difficulty with the exception of three punctures. The heavy storms had put the road in a fearful condition and added to a great extent to the difficulties of the trip. It amounted to one great mud-plug most all of the way, and has made the performance of the perfect score cars all the more wonderful under the increased strain."

"Mr. Inman, a prominent capitalist of

the South, is an enthusiastic motorist, and entered the run purely for sport's sake. His friends accompanying him looked on it as the most enjoyable sort of an outing, for the route carried them through some of the finest scenery in the country. In spite of adverse weather conditions, they all expressed their enjoyment of the run and declared that it came up to their expectations in every respect. The fact that no factory was in any way connected with this entry adds interest to Mr. Inman's success, as it goes to show what amateur work will do. Pope cars have been entered and driven by their owners in all kinds of contests and almost without exception have acquired themselves with great credit."

"In this trip up from Atlanta the cars passed through nine states. The entire population of thirty-four large towns and cities stood with open arms to greet them and make them comfortable during their stay. This tour means to them better times financially and in a dozen other ways. Profiting by the advantage gained by last year's tour in the matter of road development they see the automobile as the

great civilizer and modernizer that it is."

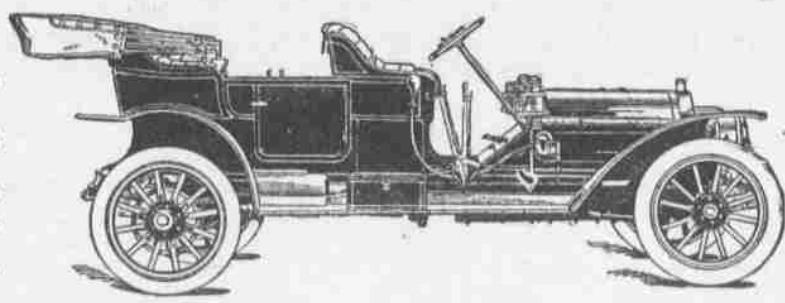
The Pope is not only making a name for itself as to reliability, but during the past year has proved itself to be one of the fastest and strongest cars made in America today.

Pope-Hartford enthusiasts will be pleased to hear that the 1911 announcements of the Pope-Hartford will be out shortly. This line will include both the four and six cylinder cars. The engine will have a larger bore and stroke developing much greater power, the timing gears will be three in number, which does away with a great deal of noise in front; there will be an improved clutch mechanism and a transmission which is remarkably compact and fine looking which will have four speeds instead of three, the direct speed being on the fourth. There will be improved brakes, and an improved frame, with an arch at the rear wheels, and the frame will be not only much finer looking and better constructed, but it will set a little lower to the ground, giving at the same time, how-

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Stevens-Duryea Motor Cars 1910

MODEL "Y" six cylinder forty horse power seven passenger touring car

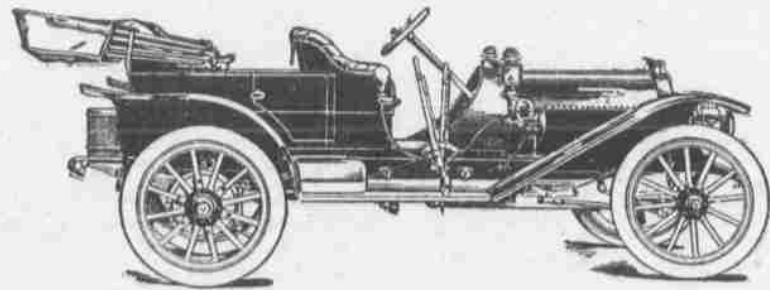


Price, \$4,000 in standard finish and equipment top with sip cover \$150

MODEL "X" Four-Cylinder Touring Car, \$2,950 incl. Magneto, F. O. B. Factory.

The testing of Stevens-Duryea Motors before being assembled in chassis represents the highest degree of perfection of method. The equipment is most complete to note condition and accurately define the power and flexibility of a power plant for motor cars. A test as to adjustment is first made with motor running at both minimum and maximum speeds. An additional run of ten hours under loads varying with the model of engine being tested, is given before motor is taken apart and examined by experts.

Every cylinder, piston, ring, bearing, valve and gear is most critically inspected. The same exhaustive test to which motor section of (unit) is subjected is applied to the clutch, transmissions and universal joints of complete power plant. After being reassembled, motor is run as near as possible under conditions to which it will be subjected in road use.



Model XXX Four-Cyl., Demi-Tonneau Car, \$2,850, Incl. Magneto, F. O. B. Factory.

Standards are adopted for each model and every Power Plant has to attain these in the final crucial test. It is this exhaustive initial test that insures to Stevens-Duryea Motor Cars a Power Plant that under any condition of running is uniformly efficient.

After the motors are tested on the blocks they are assembled in the chassis and again rigorously tried out by experts on the road, where all adjustments are made. The car is then put through the paint and trimming shops, after which it is again tested on the road for the final trial. Every detail of adjustment and equipment must reach the highest standard before complete car is considered ready for delivery.

THE UNIT POWER PLANT ON THREE POINTS OF SUPPORT IS A STERLING EXAMPLE OF THE HIGHEST CLASS DESIGN AND MANUFACTURING SKILL.

ORIGINATED AND STANDARDIZED BY US IN 1904.

THIS CONSTRUCTION OF POWER PLANT KEEPS NEW OUR OLDEST MODELS.

Stevens-Duryea Company

The von Hamm-Young Company, Ltd., - - - Agents